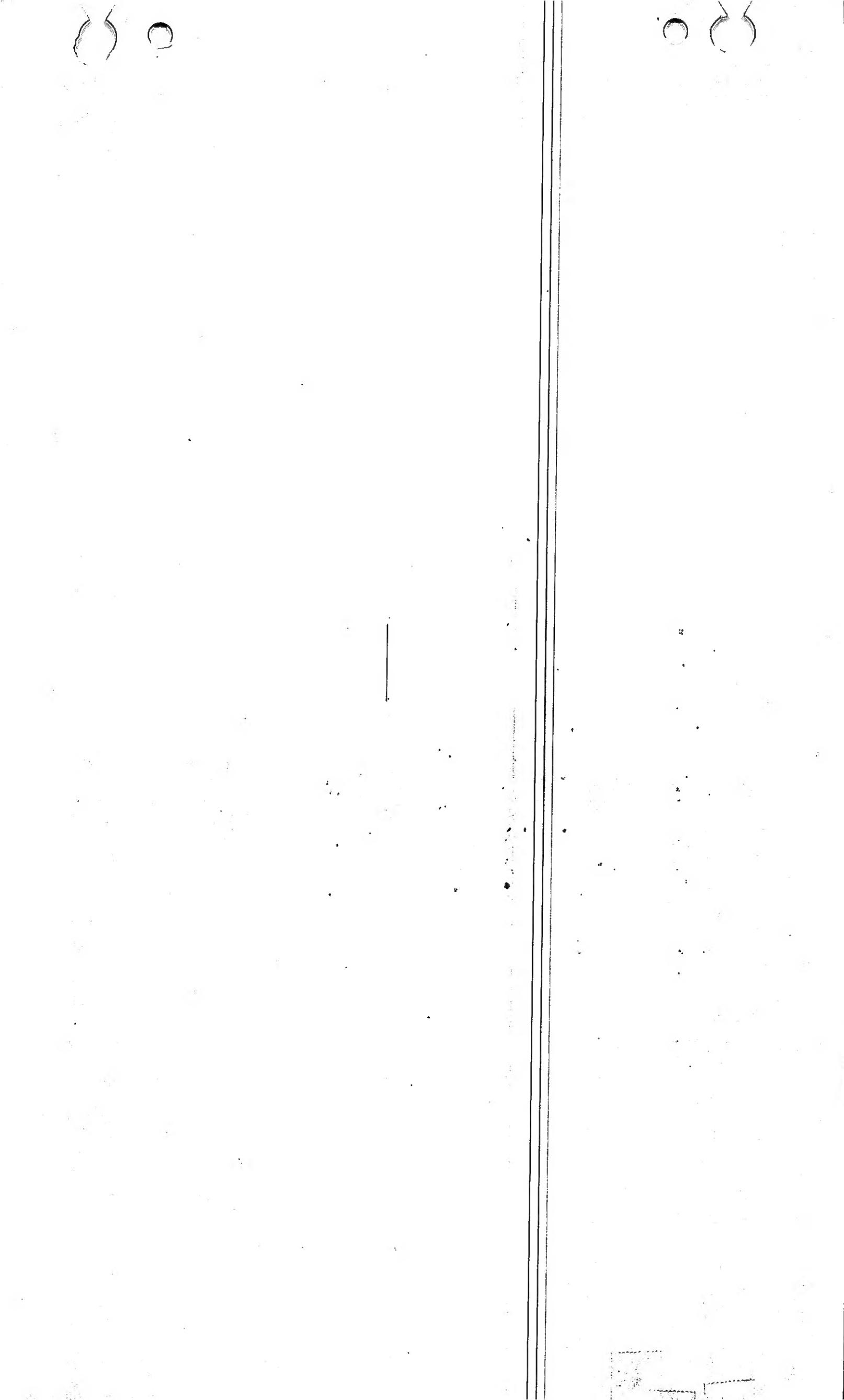


NO. 5, UNION DEPOT, PROVO, UTAH.

1376 | C_hemistry & Biology | PROVOST, FAITH

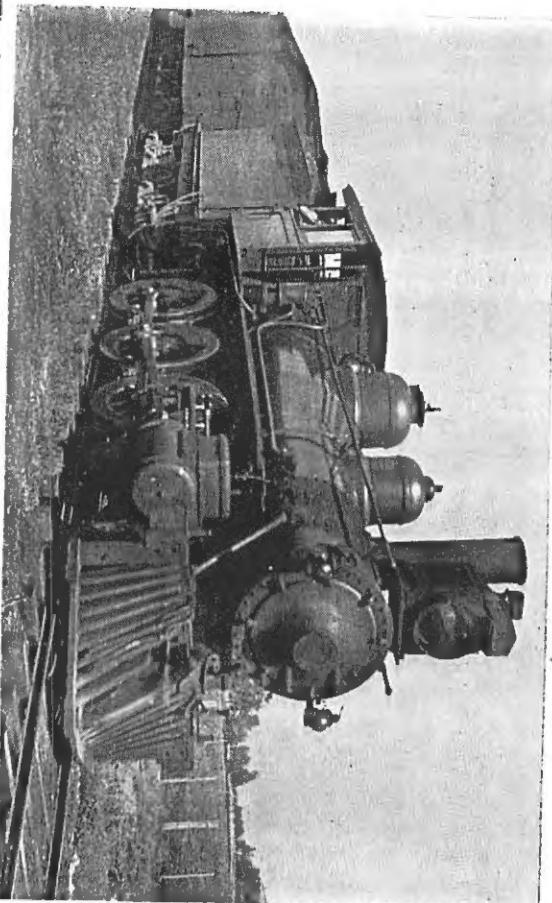
Snow
soft



PROGRESS THROUGH CHANGE

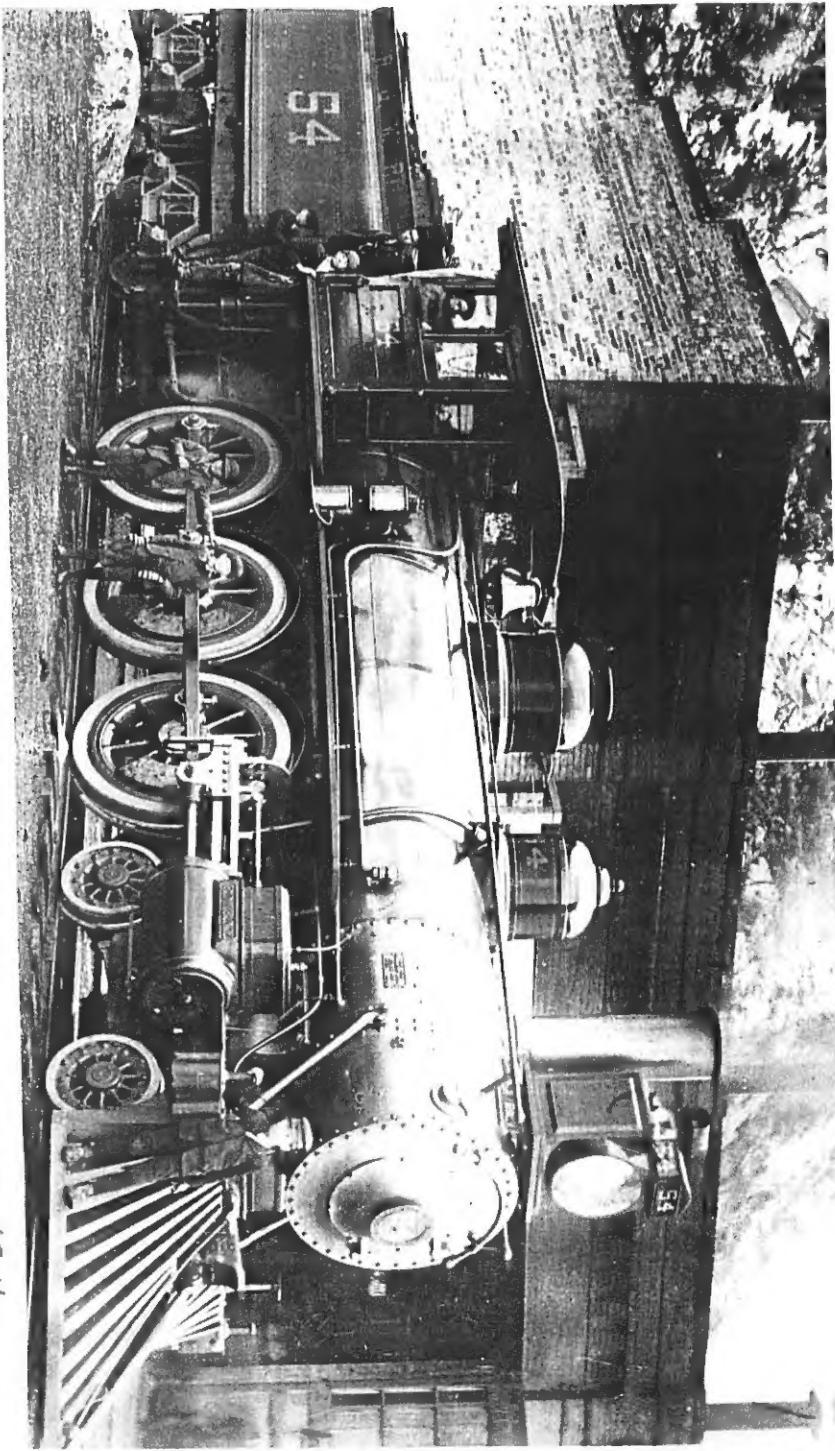
193

1001



The first train to arrive in Charleston from Provo on September 6, 1899 at 2 p.m.

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**THE DENVER & RIO GRANDE
AND THE
RIO GRANDE WESTERN RAILROAD**

— Section 5, Southcentral Utah —

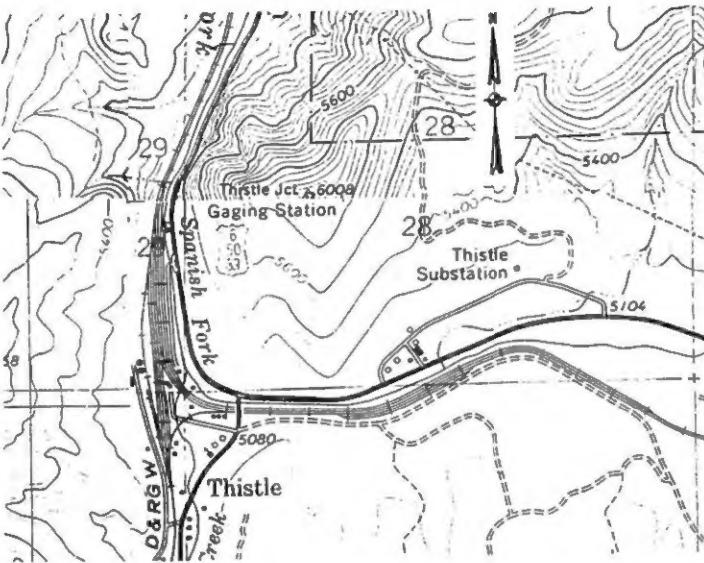
DENVER & RIO GRANDE WESTERN RAILWAY

at Thistle, Utah County

Thistle Valley first felt the weight of iron rails in 1878 when the narrow gauge Utah & Pleasant Valley Railway was built between Springville and Winter Quarters. The U&PV was later sold to the D&RGW Railway, then to the Rio Grande Western which standard-gauged it in 1890. The valley was a natural location for a roundhouse and helper facilities to aid in the steep pull up the 4% grade to Soldier Summit. When the Sevier Railway was built south from the valley, the junction point became quite busy and important, and the town of Thistle developed around the railroad yards.

Although the mainline was standard-gauged in 1890, it wasn't until a year later that this branch was widened, so Thistle became the focal point of many of the narrow gauge engines and cars left on the RGW system.

"Kids' Day" at the Thistle roundhouse, circa 1900. The engineer of Rio Grande Western Ten-wheeler #54 looks as if he would rather be on the road instead of tending the local small fry.



USGS map of the original track arrangement at Thistle. The rails are still present as shown but buried beneath six feet of dried mud and gravel. The new line runs through Billies Mountain at the 5219 foot level northeast of the townsite.